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Hongkong, 8th August, 1905.

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ESTABLISHED A.D. 1841.

Hongkong, 9th June, 1906. [30]
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Our communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
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HONGKONG OFFICE: 104, DES VUEX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 20th, 1906.

THEORETICALLY, it has often been pointed out, the general arrangements for the good government of China are as nearly perfect as philosophy can invent. Almost every human contingency is provided for. We need not recapitulate the points, nor trouble to show all the ways in which practice falls short of precept. Professor Giles has recently called attention very interestingly to the Chinese penal code; and as this is one of the directions in which Chinese reformers have lately been busying themselves, we may hope to dwell profitably for a while upon that. For over two thousand years China has had penal codes, one based upon another, and all harking back to the classified list of nearly fourteen thousand laws and precedents prepared by HIAO HO in the Han Dynasty. As each alteration would be in the nature of an amendment warranted by experience, or should have been, it is only to be expected that of them it can be said, "There are many things in Chinese law which in theory appeal to the judicial mind as being almost all that might be desired." In practice, however, the corruption and the ignorance that have made an ideal form of government a vain thing have also made the administration of Chinese law a byword. When Professor Giles explains that no mandarin ever attempted to master the vast agglomeration of statutes in the present code, preferring to depend upon an expert adviser, he might also go on to say that even were the agglomeration less vast, a like disinclination to study it would be evident. Although bribery is a very serious offence indeed, death by strangulation being the specified

penalty for accepting "eighty taels for an unlawful, or a hundred and twenty for a lawful object", it is notorious that in China the "weight of evidence" has too often been the weight of monetary offerings. False witnesses, also, have never been difficult to get, notwithstanding that the punishment for a detected case of this has to be, according to the law, heavier than the punishment meted to the person charged supposing his guilt established. Often these miscarriages of justice, or more correctly, carrriages of injustice, have been baffled and well understood on the spot; but as we recently pointed out, in pre-telegraph days many things could happen before an appeal could reach the higher authorities, and the rule for men of common sense seems to have been to "grin and bear it". A very unjust official might, according to an ancient custom, be bitten to death by an enraged community; but it is obvious that for such a purpose there would have to be a unanimity which we suppose a smart man could easily find means to prevent. Even now, in 1906, when telegraph wires are rapidly bringing the Central Government into immediate touch with all parts of the empire, we have daily instances of the ineffectiveness of the control really wielded by Peking. The affair at Amoy yesterday, for instance. Professor GILES is said to believe that torture, though not unknown in China, exists there practically in name only. We do not know how general the practice should be to satisfy him that it exists in fact; but there is a well-informed committee in Hongkong which evidently believes that torture was judicially practised quite recently. Decrees from the Throne, abolishing it, and also abolishing decapitation as a method of capital punishment, have appeared; and in certain places are known to have been ignored. With the system of Censors, and talebearing, one official memorialising against another, it might be expected that Peking had found a means of effectively checking malpractices by provincial officials. Memorials in plenty we hear of, and occasionally degradations in consequence; but in many instances it would seem that Peking was too busy to attend to them, and abuses continue unchecked, while the wicked flourish. His Excellency WU TING-YANG himself, the leading spirit in the reform of the penal code, has been greatly discouraged by the disobedience of the officials who cling to old ways. These Decrees were doubtless easily put forth, with a view to furthering the Chinese ambition for the abolition of extra-territoriality; and it may possibly be that apart from that object the high authorities are not greatly concerned as to their strict observance. It is superfluous to say that until such Decrees appear to be a real force in the land, the dream of China for the Chinese must continue to wait its fulfillment.

One consideration suggests itself which is relevant more to our observations made yesterday than to the present discussion. It is the apparent inconsistency of the severely brutal Chinese legal penalties with the Chinese abhorrence of soldiering. The refinements of torture described in the Chinese penal code help to confirm the impression that the Chinese are physically harder than Europeans, more callous to suffering. Yet it is notorious that they shrink from anything like fighting on an equality. The history of torture reveals the truth that torturers need not be warriors. The soft, effeminate, physically degenerate have always been ingeniously cruel. A befrocked priest of old would continue the racking process where a battle-scarred man would turn away disgusted. So the mandarin who could sit unmoved while a mere child was *ling-chih'd* for accidentally wounding its parent would scuttle away like a squawking hen and leave his hired retinue to face a small band of robbers. The manly knack of giving and receiving blows is a vastly different thing to the ability to countenance torture where no resistance is likely. China undoubtedly possesses the manly material, but we doubt if it possesses those who are fit to develop and lead it.

The Bengal Chamber of Commerce have addressed the Government of India regarding the adulteration of wheat and measures which might be taken to secure the export of cleaner grain.

The total output of cotton yarn (20's) during May in Japan amounted to 20,436 bales, an increase of 300 bales on the figures for the preceding month, and the output of 16's was 30,143, an increase of 1,950 bales.

A Court of Inquiry will assemble at 10 a.m. on 21st instant at the Sub-Marine Mining Office, Wellington Barracks, for the purpose of enquiring into and reporting upon the loss of stores, in accordance with paragraph 540 King's Regulations.

There were only five cases of plague yesterday. One fatal case was a Portuguese. The total number is now 803.

Dr. Sven Hedin, after six months, has completed his journey across Asia Minor and Persia and is now staying at Simla, where he hopes to make arrangements for crossing Tibet.

A Chinaman reported at the Chekwan Police Station on Monday that as he was journeying from Chekwan to Saichun he was held up by four armed robbers who bound him, relieved him of all he possessed \$28—and departed into Chinese territory.

Messrs. E. S. Kadourie & Co. courteously inform us that they are in receipt of telegraphic advices from Singapore advising that the crushing for the past four weeks of the Rand Australian Gold Mining Co., Ltd., is 780 ozs. smelted gold from 5,800 tons ore.

Those who were interested by the recent prize-fight pictures will be further interested by the following reference to one of the principals, taken from an American paper—Terry McGovern and Jimmy Britt signed articles on June 14th for a fight to be pulled off in the near future. The condition of the mill have been made so liberal that each man will have an opportunity to show the best that is in him. Neither of them want to be known as a has-been and they intend to prove that they are still very clever masters of the pugilistic art. In their last encounter Britt was the victor, but McGovern has always held that he can beat the Western boy under conditions that are equal for both.

Manila is to have a new industry if the plans of a number of her capitalists do not go awry. The first step in this direction was taken, says the local Times, in 1903, when permission was granted by the Insular Collector of Customs to E. Zobel, director of the Ayala Distillery, to bring into Manila under contract six Japanese glass-makers. The second step was completed a few days ago when six master glass-makers arrived on the steamer *Yuzufu Maru* from Japan. These men were brought to Manila with the purpose of establishing a glass works and an establishment for the manufacture of vitrified ornamental bricks and porcelain ware, the raw materials for which are found in the Philippine Islands in abundant quantities.

CORRESPONDENCE

A GRIEVOUS CUSTOM.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 19th June.
SIR,—It is not quite the fact that the ordeal of "baling the bones" has been out of use in China for 500 years, as stated in your yesterday's extract from the *Shanghai Times*. A somewhat similar case occurred at Hankow in 1892. A death by suspected poisoning occurred a little further up the river and the parties concerned being influential, a commission was sent from Peking to enquire into the matter. The body after a year's burial was exhumed and sent down to Hankow for trial. A temporary kitchen was built outside Wuohang, and water from the middle of the Yangtze being used as most pure, the "remains" were duly cooked. Then the story goes on to say that the resulting liquid was tasted by the experts. As a sequel it was said that they were all very sick. One of the tests was—whether there were black marks on the bones or not; and to the best of my recollection the result was inconclusive, the operation having been spoiled by the officer who conducted the affair putting salt in the water. He was severely punished for this mistake. Some of the judges held one opinion and some another and they sailed away from Hankow under a salute of guns. I happened to be arriving at Hankow at this juncture after a long absence, and my enquiry as to the occasion of the noise brought forth this story.

Yours truly,
L.

A NUISANCE.

TO THE EDITOR OF THE "DAILY PRESS."

June 19th.
SIR,—You will be conferring a favor and a boon to the congregation of the St. Joseph's Church in Garden Road by granting me a small space in your valuable paper to draw the attention of the members of the Sanitary Board to a grave nuisance which "has been allowed to go on now for a considerable time. I refer to the heap of rubbish which has been accumulating on a vacant piece of Government ground at the rear of the St. Joseph's Church. I understand that the rubbish consists of the sweepings of the Public Gardens dumped there by the gardeners, perhaps without the consent or knowledge of the Superintendent of the Botanical Department.

The heap of rubbish was saturated with rain water for months and is in various stages of decomposition; and now with the blazing sun shining on it, it emits an offensive smell and breeds all sorts of insects, mosquitoes, flies, etc.; in fact, entomologists and especially members of the Sanitary Institute have a rare opportunity to prosecute their researches in this spot. Why has this been allowed to go on for so long by the Sanitary Board inspectors? Because the offence happens to be committed by Government servants?

Yours truly,
HYGIENIZ.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

DEATH OF A CHESS CHAMPION.

LONDON, June 19th.

Pillsbury is dead.

(Harry N. Pillsbury, the American chess player, was born at Somerville near Boston, Mass., in 1872. He won the world's Chess Championship in the Hastings tournament in 1875, was second at Vienna in 1898, and has been first American Champion since 1898.)

AMERICAN MEAT SCANDALS.

LONDON, June 19th.

The Committee of Investigation agree with President Roosevelt that inspection of the factories is necessary.

REVOLT IN RUSSIA.

LONDON, June 19th.

There is a heavy fall in Russian securities.

The Jews are leaving the country in great numbers.

INTERNATIONAL FRATER-NISING.

LONDON, June 19th.

Sixty German editors are visiting London.

SHIPPING CONFERENCE.

LONDON, June 19th.

A conference of colonial shipping interests is announced.

[RUSSIAN SERVICE.]

RUSSIA.

LONDON, June 17th.

Fighting and sacking continues at Bielostok and martial law has been proclaimed. The outbreak is disastrously affecting the Bourses and a heavy fall has taken place in Russian. Moscow is in a very unsettled state and street demonstrations occur daily. The troops have been increased at the factory quarters in St. Petersburg.

THE NATIVE REBELLION IN NATAL.

LONDON, June 17th.

More of the Zulu chiefs are surrendering and it is expected that the majority of the rebels will come in by the 19th instant. Only two of the important chiefs are now in rebellion.

HONGKONG LEGISLATIVE COUNCIL.

At the next meeting on Thursday, 21st June, at 2.30 p.m., the following resolutions will be proposed by the Attorney-General:—

1. Resolved that the resolution regarding the running of workmen's cars by the Hongkong Tramway Electric Company, Limited, passed by the Legislative Council on the 15th September, 1904, be rescinded as from to-day.
2. Resolved that until further notice the Hongkong Tramway Electric Company, Limited, shall provide the following number of cars every morning and evening, at such hours not being later than 7 a.m. nor earlier than 5.30 p.m., as the Company shall think most convenient for artisans, mechanics and daily labourers, at fares not exceeding 2 cents for the single journey and 3 cents for the return journey:—

MORNING.
From Kennedy Town to Arsenal Street, 2 cars.
From North Point to the junction of Wing Lok Street and Connaught Road, 4 cars.

EVENING.
From Arsenal Street to Kennedy Town, 2 cars.
From the junction of Wing Lok Street and Connaught Road to North Point, 2 cars.

The orders of the day are:—First reading of a Bill entitled an Ordinance to empower the Governor to grant licences to search for and prove minerals and to grant licences and leases of land for the purpose of working mines and minerals.
Second reading of the Bill entitled an Ordinance to authorize the construction and maintenance of certain naval and military works upon and over certain portions of the Crown, foreshore and sea bed situate upon the harbour frontage of the City of Victoria, in this Colony.

Committee of the whole Council to consider the Bill entitled an Ordinance to regulate the qualifications and to provide for the registration of dentists.
Third reading of the Bill, entitled an Ordinance to provide for the establishment of asylums for the detention, custody and care of persons of unsound mind, and others.

SUPREME COURT.

Tuesday, June 19th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

INDIAN MONEYLENDER.

Sarain Singh sold A. Samad for \$81, money due on a promissory note. On July 1st last year plaintiff lent defendant \$57 on a promissory note, interest to be charged at the rate of five per cent., but it was not stated if this was to be paid monthly or yearly. Plaintiff now sued for the principal plus \$30, charging \$3 per month as interest. For the defence it was stated that defendant had paid interest each month with the exception of the last two months, but when questioned by his Lordship he admitted he had no receipts.

His Lordship—I am always pointing out that without a receipt or endorsement on the promissory note I cannot accept these stories. If you have no receipt you must pay again.

Defendant called a man to support his statement as to the payments made, but his Lordship gave judgment for plaintiff.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGGOTT).

ALLEGED MANSLAUGHTER.

The hearing of the charge of manslaughter against Li Sam, who was alleged to have inflicted fatal injuries during a fight between the Li clan and the Chan clan in the Pingshan district was resumed but after a protracted hearing the jury returned a verdict of not guilty and the prisoner was acquitted.

POLICE COURT.

Tuesday, June 19th.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

ASSAULT.

Three scavenging coolies were proceeded against by the conductor of a tramcar on a charge of assault.

Complainant stated that while standing on the footboard of his car as it passed the Central Market the defendants struck him with bamboo. They called him hard names and told him he ought to be put in the stocks later, when his car was returning, the defendants, who were still at the same place, poked fun at him, and when he slighted from the car they seized and struck him.

Overseer West, of the Public Works Department, said the defendants were employed by that department. He was instructed to have as much of the work they were on done as quickly as possible in order to save expense. In cleaning drains a piece of wood with a pulley in it was sticking out of the manhole. This was quite clear of the tram. This trouble was caused by the conductor swinging out of the car as he went from one compartment to another.

His Worship said it appeared to be a matter of give-and-take. The defendants had their work to do, but should do it with as much regard to the safety of the public as they could, and if a conductor was standing on the footboard they were not to call him names, but to tell him politely to get out of it. If they came up again they would be bound over; this time they were discharged.

AN ARMED BOATMAN.

Li Ching, a boatman, was charged with having in his possession seven revolvers, 270 rounds of ammunition and 20 boxes of caps without the permission of the Captain Superintendent of Police.

He was fined \$50 and the arms were forfeited.

A DOUBLE LARCENY.

Chan Tsoi, an apprentice of Su Tsui, tailor of 26, Bridges Street, was charged with the larceny of 42 pieces of clothing valued at \$150 and \$37.80 in money, in all \$187.80, from his master. District watchman Li Tsing was also charged with the larceny of the said goods from the first defendant, who pleaded guilty.

The second defendant pleaded not guilty and the first was called to give evidence against him. He said he stole the money and goods with the object of going back to his country. When he got to Jervois Street the second defendant asked where he was going; he replied to secure steamer passage. The second defendant, then took his hand, opened it and refused to return it, telling witness that he had stolen it and would accompany him to the shop.

Witness had seen the second defendant on several occasions prior to the larceny. When the clothing was taken from him he returned to the shop and told his master about it, and the affair was reported to the police.

Sergeant Wilson stated that the second defendant took the bundle to No. 7 Police Station and reported that he picked it up, a thief having dropped it and ran away at sight of him. After further evidence was heard his Worship reserved his decision until to-day.

FIRE ON THE "DORIC."

Some excitement was occasioned in the harbour last night when it was discovered that fire had broken out on the steamer *Doric*. The vessel made the usual signals for assistance, but though the fire did not reach the ship till about an hour after the gun had been fired, other helpers were quickly on the scene. Piquets from the *Tamar* drew alongside and rendered effective service, and when the Water Police arrived a little later, their joint efforts succeeded in extinguishing the flames in the forepeak, to which the fire was confined. It continued to smoulder for some time afterwards, but the naval men and the police saw that there was no further danger before they left. The outbreak took place about half-past five and it was quelled before darkness set in. We have not heard the extent of the damage.

CANTON.

(FROM OUR CORRESPONDENT.)

JUNE 18th.

SAD DROWNING FATALITY.
A sad occurrence took place yesterday afternoon on the river north of the Shamoon. A party had left the Shamoon on a steam launch on Sunday afternoon for a picnic and having reached clearer waters indulged in bathing. Mr. Max Kretschmar, of Messrs. Carlowitz & Co., suddenly sank and disappeared. He was seen sinking and those of his friends that could swim immediately went to his assistance, but were unable to recover his body. Later in the evening a fisherman found the body and the unfortunate young man was brought back in Mr. Proten's houseboat. Deceased was here only two months, and as he was a fair swimmer it is surmised that he was overcome by the heat as the water was abnormally warm. Deceased was only twenty-two years of age.

THE MERCHANTS' LINE.

The *Canton Chronicle* has received a telegram from Peking announcing that the management of the Canton-Hankow railway will be entirely left in the hands of the merchants.

SALE OF JEWELLERY.

The Sin Hui Kuk has issued a notification to the effect that all the jewellery seized from the five families Chan Tung-sang, Chan Tsi-sai, Fu Kaya, Fu Ka-siu and Poon Ma-hing are offered for sale. Intending buyers are requested to examine the articles and to make sealed tenders. The lots will be disposed of to the highest bidder.

TRIAD THREATS.

A rich family named Tsui has received a threatening letter signed "Sam Hop-wai", a Triad Society chop. The letter informs the receiver that unless a sum of Tls. 5,000 is paid over within a specified time at a given place, the sons of the family will be kidnapped. The family is greatly alarmed, and have reported the matter to the authorities.

TRADE COMPETITION.

Chu-chin, of the Kwong-We Co., has petitioned the Sin Hui Kuk stating that the work done by his rival Chan was very poor and that had materials had been used in the construction of the Puya reclamation. Over forty cheung of the retaining walls cracked. Petitioner offers to undertake the work at a cheaper rate and to supply better materials. The Sin Hui Kuk has instructed the reclamation officials to make a careful examination of the whole work and to report.

CUSTOMS NOTIFICATION.

A notification was sent round by the Customs here yesterday stating that importers and exporters must state all values given on Customs applications in Hakka or Teul. Applications giving values in other currencies will not be accepted. There will be posted weekly at the Customs House, and in the Examination Sheds, notices showing the rates of exchange for pounds sterling, gold dollars, marks, francs and Japanese yen. These rates will rule until a new notice has been posted.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores for the Governor's 1906 Cup at the 200 yards range during the month of June. There were 145 entries.

S. A. Joseph	53	17	70
Dr. W. W. Pearce	59	10	69
R. D. Atkinson	49	19	68
Dr. G. M. Harrison	44	24	68
J. H. Piggott	67	0	67
R. M. Eschler	50	17	67
G. E. Morrell	47	21	67
C. E. H. Beavis	61	5	66
A. Moir	56	10	66
J. Molinas	54	12	66
G. H. Wakeman	59	6	65
J. C. Gok	63	0	63
Sir Francis Piggott	59	4	63
J. G. Pater	59	4	63
W. J. Saunders	47	16	63
H. W. Bird	46	17	63
W. G. Humphreys	34	28	62
P. P. J. Wedekhouse	55	6	61
D. J. McKenzie	56	4	60
W. H. T. Davis	54	6	60
E. C. Carruthers	49	10	59
G. K. Haxton	56	2	58
A. Blower	50	8	58
J. McGubbin	46	12	58
Dr. W. B. A. Moors	43	14	57
J. T. Douglas	46	10	56
P. N. H. Jones	36	20	56
R. E. O. Bird	47	8	55
A. W. J. Watt	44	10	54
J. Hutchings	33	20	53
E. W. Terry	38	14	52
W. Goodfellow	41	10	51
Capt. Barnes-Lawrence	30	21	50

Dr. W. W. Pearce was the winner of the 200 yards post on the 16th and 17th instant with a score of 53 + 14 = 67.

ANOTHER OUTBREAK AT AMOY.

It is reported that two foreigners have been attacked and injured at a place near Amoy. One of the gentlemen named is our correspondent for that district, and the absence of any message from him regarding the affair makes us fear that he has been severely hurt.

WITCHCRAFT IN BURMA.

On Monday, May the 14th, great excitement and uneasiness prevailed among the people of Toungoo, Burma. For some time past rumours have been spread that a Hpoongyi, living near an ancient pagoda, called Sipoongyi, about ten miles west of Toungoo, has been distributing charms and amulets supposed to possess supernatural power to the people of neighbouring villages. The story spread far and wide, and many ignorant people flocked to his standard. On the last full moon day, when he had mustered a sufficient number of followers, he explained to them the object of his mission, which was that on the eve of Monday, the 14th of May, they were to march upon the town, take the police station by force, storm the fort, and turn upon the police with the arms and ammunition thus captured. Arrangements were also made with another Hpoongyi from Ella, fifty miles north of Toungoo, who with his followers were to co-operate in the general assault upon the town. Fortunately the police became aware of the affair, and took effective measures to prevent any disorder.

REVIEW

Chinese Art, by STEPHEN W. BUSHELL, C.M.G., B.Sc., M.D. London: Wyman & Sons, Ltd.

This volume, issued under the auspices of the Board of Education, South Kensington, Victoria, and Albert Museum, which is the second of a series, deals with a subject of perennial interest to dwellers in the Far East. Dr. Bushell, who was for many years Physician to His Britannic Majesty's Legation at Peking, enjoyed exceptional opportunities not only for collecting Chinese works of art but also of studying all branches of Chinese art. That he did so to good purpose the present handbook on the subject sufficiently proves. Very properly, Dr. Bushell gives pottery first place in his review, and devotes the main portion of his space to this fascinating subject. Like several other authorities he agrees that porcelain was invented in China, and quotes the adoption of its description as "China" as indubitable proof of the assumption. It is at least certain that this class of pottery was produced in the Central Kingdom during the Han dynasty, more than two centuries before the birth of Christ.

Dr. Bushell gives a succinct and interesting review of the development of the ceramic industry in China from its origin and rise to the culminating epoch of the art, as he fully terms it, in the Kang Hsi period, 1662-1722, and the reader is able to follow with satisfaction this little history, instead of having to grope (as in some works on the subject), among dates and periods and Chinese characters, for the facts they require. The illustrations, too, are profuse and well arranged. There are no less than 135 of these, and 110 marks and seals are given in addition. From these, which are fully and accurately described, a very good idea of Chinese pottery can be obtained. The author also goes into interesting details to show how the various styles, colours, and effects were secured. That the Chinese achieved such admirable results during the Sung and Ming dynasties was undoubtedly due to the personal interest taken in ceramics by several of the Emperors, more especially Hsiao Wang, the first of the Ming sovereigns, and Kang Hsi, under whom, as before noted, the art reached its zenith. It is to be regretted that more intelligent encouragement to further development has not been afforded to the industry at King-techen by the degenerate successors of the great Kang Hsi. The wonderful colours and effects in blue and white achieved in that period, of which the celebrated hawthorn ginger jar in the Louvre collection, recently sold for £5,000, is an example, cannot be rivalled or even repeated in these days, and many other ancient triumphs of the art are out of the reach of the modern workman at the Imperial Pottery. The best efforts at King-techen are apparently now directed to reproductions of old patterns; there is neither originality nor improvement in any branch of the art.

The chapter on glass is necessarily brief but is very interesting. Dr. Bushell thinks, with reason, that the production of small objects of art in this material was originally introduced into China from Persia. It seems that in modern times the great centre for the manufacture of glass in Peking, in Shantung province, where the glass is run into rods, and is sent to Peking, where it is worked up into snuff bottles and other small articles. A number of illustrations shows into what various and elaborate designs this material can be worked by laborious patience. Perhaps, however, this fact is even more signally demonstrated in the wonderful carvings in crystal and jade turned out by the Chinese, some of which could only be accomplished by exhaustive patience and care.

From glass were Dr. Bushell conducts his reader to the enamelling art, and, dealing first with cloisonné, proceeds to describe the process as practised in China. The Chinese do not claim the invention of this art, and it is fairly evident that it was introduced through Arabs from Turkey. The Chinese cloisonné, in our opinion, inferior to that of Japan, but some of the Ming products are very fine. Proof of this is afforded by the illustrations in the present work. The painted cloisonné of Canton are well known, but the work now produced is very inferior, and has specimens of the good ware of the time of Kien-lang are rare.

The chapter on jewellery is brief, and will not appeal much to the Western reader, who will not find much to admire in Chinese methods in this department. Celestial taste in the arrangement of jewels being mediocrity accorded to our ideas of what is tasteful or elegant.

To this succeeds a notice of Chinese textiles, embroidery, and carpet. To the excellence and finish of Chinese embroideries most of our readers will cheerfully bear witness, and of the high antiquity of this art in the Central Kingdom there can be no doubt. China was the first country to weave its silk into patterns, and for ages its development steadily progressed in excellence of finish and richness of design. Dr. Bushell estimates that a Chinese ceramic artist estimates that no less than two-thirds of the designs during the Ming dynasty were taken from ancient bronzes or embroidered silks, the remaining third being either derived from nature or copied from old bronzes. European designers are perhaps more indebted to China than they are aware, for wall hangings of paper were imported from China as early as the middle of the sixteenth century by Spanish and Dutch merchants and found their way to Great Britain before the end of the following century.

The final chapter is devoted to the pictorial art. In China, as elsewhere, Dr. Bushell remarks, painting has passed through a prolonged period of historical evolution. Its development has been mainly indigenous, although not without an occasional stimulus from the West. Of

these alien influences that of the Buddhist faith has been the most important and enduring, others being for the most part of a transient nature. In the subtlety of their colours, and the lack of knowledge of perspective, the Chinese masters were most akin to the Japanese school. As Dr. Bushell truly remarks, the Chinese painters are first of all draughtsmen and calligraphists. Into his criticism of Chinese painting, which is of considerable length, we are unable, however, to follow. That the Chinese school has its merits, in coloring, in poetic feeling, and in the successful depicting of Nature none who have paid any attention to the subject can deny, but there is, to the Western mind, much that is cramped and stilted in the style, whilst in representation of animal life there is often a touch of the grotesque. The Chinese pictorial art is, however, well worth study, and the interest grows with the application.

The volume is a most useful one, of a handy size, and well deserves a place in the growing literature on China.

MR. GEORGE MEREDITH ON FREETHOUGHT

Two interesting letters were read at the annual dinner of the Rationalist Press Association, held on May 1st at the Metropole, Regent Street, London. Mr. E. Clodd, President, and among those present were the Earl and Countess Russell, Mr. J. M. Robertson, M.P., Dr. F. J. E. R. Marshall, and Mrs. H. B. Marshall. Mr. George Meredith wrote from Box Hill:— "The privilege proposed to me of being among you at your annual gathering this year would have been hailed in acceptance the more readily for the opportunity I should have had to offer my tribute to the memory of George Jacob Holyoake, one of the truly great Englishmen of our time. From his earliest days as a worker he spoke for the poor, who could not speak for themselves, and for the oppressed, the timid to think for themselves. He was owing to him that England is no longer regarded on the Continent as the backward country in relation to Freethought, and that the term 'Freethinker' ceases to imply a derogatory warning, and is henceforth known to all who venture a simple devotion to the oppressed, the labourer of a clear intelligence, contempt of material rewards, and unflinching courage."

Professor Ernst Haeckel, writing from Jena, after regretting his inability, owing to ill-health, to offer his greeting in person to the members, added:— "I should also have liked to express a hope that English and German culture, so closely related, indeed, twin-sisters, as they are, will continue to progress together in complete unity. For the good of both nations it is necessary that the dark clouds that narrow-minded Chauvinists in each country have brought between them should be perpetually and finally dispelled."

DEER HUNTING IN CEYLON

THE NATIVE WAY

When staying in Ceylon with two friends on their return, and having heard of the deer hunting by the natives, we decided, says a writer in the *Field*, to have a day with them. We consulted the overseer of the estate, who said he would send coolies to the different villages in the province where these native hunters lived, to tell them to bring their hunting dogs, as they called them, and come to the bungalow in three days' time. On the Friday morning early they turned up, 22 of them, with 14 dogs, more mokey pack 1 never saw, scarcely two of them alks, some black, some brown—in fact, all colours and sizes, and poor, thin creatures, looking as if they had been half-starved. Some showed old wounds, which the coolies said had been done by deer's horns. There was one much larger than the rest, which looked as if it might have been a cross between a deer and a pariah dog. This they said was the oldest, which was killed at the deer when the other dogs had brought it to bay, and either seized it by the throat or ear, and held on till one of the coolies got up, and was able either to stick it in the heart with a long knife which some of them carried, or club it with a heavy stick which we noticed each one had.

On arriving at the rest house, we found the coolies waiting for us, and we started off. They carried a piece of thick jungle of about three acres in extent, situated in a plain about half a mile from the main jungle. Between the two the plain was dotted about with clumps of bushes and trees; behind these we hid ourselves, and also the coolies with their dogs, some going nearly as far as the main jungle, so as to head the deer off if made that way, as they generally do. The other coolies started to beat the small pieces of jungle down wind towards us. We had not long to wait before we bounded a deer, which did not go far before it passed a clump of bush, where one of the coolies was hiding with two dogs; these he slipped at. They ran perfectly mute, but the coolies followed, uttering most unearthly yells, I suppose to frighten the deer. It soon passed another clump, who had no dogs; this was also slipped, and it joined in the chase. This continued till eight or nine dogs were running it, and being met and turned in every direction, it was soon quite beat, and set up at bay near a clump of bushes. Not till then did the dogs give tongue. The deer was now slipped and after one or two vain attempts it managed to jump the deer by the ears and a coolie running up, climbed it on the head with his stick, and another cut its throat. When we got up the dogs were lying about in all directions with their tongues out, as the sun was getting hot. It was a spotted deer in good condition, with a fairly good head.

BROTHER ZEBORIAS DEAD

FORTY-NINE YEARS IN FAR EAST

A telegram to the *Strait Times*, dated Peking, 8th June, says:— Brother Zeborias, of St. Xavier's Institution, at Peking, died to-day. He was born in 1827, came to the East in 1859, and in 1867 was transferred to Peking, where he became one of the teachers at the St. Xavier's Institution. He was always much beloved, and devoted himself to the instruction of infant boys on the oil of the School.

CHINESE PENAL CODE

AND CHINESE PRACTICE

One of the most important of the many important changes now being introduced into China is the re-modelling of the penal code upon which His Excellency Wu Ting-fang and some others are engaged, says Professor Giles. It is quite plain that if China is ever to secure the abolition of extra-territoriality it will only be after she has convinced the foreign Powers that she has a code comparable with those of the West, and a judiciary above suspicion of dishonesty in its administration. That this will take time is certain. That the first step towards it is that now being taken is no less sure. There are many things in Chinese law which in theory appeal to the judicial mind as being almost all that might be desired, but in practice have much to be complained of. Even in the most perfect paper schemes some fail when put to the test, and as China has been decadent for long, it is not to be wondered at that her penal practice is very different from her penal code.

For the beginning of her judicial system we should have to go back to the days of the Chou, when the Greek were still roving, or still was King of Israel. There was no written law, and the judges were the elders of the tribe, who decided cases on the basis of the various dynasties since his time.

The code at present existing is based largely upon that of the Ming, and is divided into seven sections relating to methods of punishment, officials and their responsibilities, fiscal and family laws, religious, ceremonial and summary laws, laws relating to military organization and frontiers, criminal laws, and laws relating to public works. There are many legal punishments are dealing with the bamboo, imprisonment or banishment, and death by strangulation or decapitation. The legal punishments are the bamboo, the amputations, the iron chain, the wooden manacles, and fetters of iron. There are permitted, however, two others at the discretion and on the responsibility of the magistrate: the flogging, and the beating. The bamboo, these with the bamboo are the "three wooden punishments" so terribly known to the native delinquent. Mr. Giles, who seems to have written prior to the recent decree "abolishing" torture, declares that "torture, though not unknown in China, exists there practically in name only."

The Chinese recognize two "heinous crimes"—rebellion, destruction of imperial tombs, and murder of a superior official, triple murder in our family, marriage, filial impiety, family discord, official subordination, and incest. No Mandarin, it would appear, ever attempts to master the vast agglomeration of statutes in the present code. It relies on the knowledge of a few experts, much as the magistrates in Pickwick did upon his clerk.

The section on family law contains many interesting enactments. If a man adopts a son he must be a boy bearing the same surname. A son may not set up an establishment apart from that of his father. This the family remains as the national unit. A man may have any reasonable number of concubines but only one wife.

Capital punishment is permitted in two forms—strangulation and decapitation. Recently it has been rumored that in the new code the latter is to be abolished. [It was.] The natives regard the loss of the head as being a far greater punishment than the mere loss of life, since in such cases the disembodied spirit must perforce present itself in the outer world in the mutilated form. There is a very considerable number of capital offences in Chinese law, such for example as the following:—High treason, murder, and the murder of a master by a slave, which are theoretically punishable by "decapitation," the frequency of which Mr. Giles vigorously denies. These follow others such as strangulation, the penalty is the theft of more than £120, robbery, kidnapping by violence, opening a coffin, homicide, attempted murder, certain medical offences resulting in death, causing to commit suicide, mauling a government officer, striking a superior official, striking a parent (deception), and so on. It is evident that there is room here for reform. The Chinese laws against bribery are stringently severe. Popular opinion would have it that the "riching plain" is a lot of fraud wherever and where there is a yamen, and that the very rare exceptions merely prove the rule. But on paper, at any rate, it is a highly dangerous thing to accept a bribe in China; the mere acceptance of eight taels for a lawful object, renders the recipient liable to death by strangulation. But this serves only to show how wide is the difference between what ought to be and what is. The main reason why Europeans, British in particular, are loath to go into the question of expenses. There is in China another in addition. Litigation is actually encouraged to the extent that a person filing a false charge is punished more heavily than the accused would have been had he been guilty. Even if the charges are false in degree only, there is a proportionate penalty, while authors of anonymous charges (true or false) render themselves liable to strangulation. One of the shortcomings of the present Chinese position in the field of criminal justice is the ready making and promulgation of new laws. This will be a matter which must come up for serious consideration in the near future, since the admission of China into the comity of nations will impose upon her the duty of keeping up to date in law as in other things. *Strait Times*.

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DEATH OF A PRUSSIAN PRINCESS

We announced in our London telegram the death of the widowed Princess Frederick Charles of Prussia as having taken place on May 12th. It appears the end came suddenly from heart failure at Friedrichrich in Thuringia. Princess Frederick Charles, who was Princess of Anhalt-Bernburg in 1837, was married in 1854 to Prince Frederick Charles of Prussia, the brilliant soldier who was known as the "Red Prince" in the campaign of 1870-71. Among the children of the marriage was Princess Louise Margaret, married in 1880 to the Duke of Connaught, Prince Frederick Leopold of Prussia, who died in 1887, and Prince Albert of Prussia, who died in 1888. Princess Frederick Charles, who was noted for her beauty and graceful carriage, had lived in comparative retirement since the death of her husband, but was known to the Berliners, who never failed to salute her as she drove through the capital.

THE FRENCH IN YUNNAN

Some of our readers, says the *Calcutta Englishman*, may remember an eloquent and vigorously written article which Mr. James Scott of the Assam-Bengal Railway contributed a year or two ago to the *Nineteenth Century* and after on the subject of the possibility of pushing railways from Assam or Burma into Yunnan and Szechuan. Mr. Stuart wrote an enthusiastic advocate of "peaceful penetration" by railways and it is possible that his zeal led him to take a too optimistic view of the situation. Possibly the original author and his readers were less sanguine. They may have argued that the French in Tonquin, by throwing a railroad along the valley of the Song-koi, the Red River, would open up means of communication with the sea and Bangkok with which the lines in Burma and Assam could not profitably compete. But it begins to look as though Mr. Stuart was in the right and that a good case for careful surveying had been made out, for the French have lately been unable to make but little progress, and only the other day, their Colonial Office seriously considered the advisability of surrendering the concession for a railway into Yunnan which they had obtained from the Chinese Government. It was argued that China, which had only made the concession very reluctantly and under pressure, would probably be glad to try for the surrender, (a sum of 50,000,000 was actually mentioned), and that the funds thus obtained might be employed in making lines from India into the Siam-Szechuan States. We now learn that M. Laguerre, Colonial Minister in France, has definitely rejected this suggestion and is resolved to push the original scheme. The French Government has not only refused to surrender the concession, but has decided to push the railway into Yunnan, even if it could be reached by rail, was not a very promising field of commercial exploitation. But M. Laguerre and his advisers hold that a healthy and cool province containing seven millions of inhabitants will probably develop rapidly when brought into cheap and rapid communication with the sea. Further, the rail, when once it reaches Yunnan, will be half-way to the great and rich province of Szechuan, with fifty millions of inhabitants, a country not unlike Bengal in its physical characteristics and drained by the upper waters of the Yangtze-kiang. By a railway through Yunnan the province of Szechuan would be 125 miles nearer to the French port of Haiphong than to its present outlet on the sea, namely, Shanghai. The French Government is prepared therefore to make Haiphong a free port, and to grant a great treaty port of Shanghai. With this end in view, a commission is to proceed to Tonquin next October to make a report on the existing surveys which would be to be continued at the expense of the French Government. On this commission will be representatives of the French Foreign Office, the Colonial Office, the Indo-China Government, the railway company and the contractors to whom the construction of the line has been conceded. It is admitted that there are formidable difficulties in the way of making a railway into the Yunnan plateau. A first track was abandoned (some engineers say, with unnecessary haste) because of the steepness of the hillsides in which the line would have to be cut. Experience, however, shows that the alternative route, which is selected is not much, if any, better. It was supposed, from the inspection of maps, to be shorter. In fact it is at least as long, and the gradients are at least equally heavy. The survey has been unexpectedly difficult and costly. Two Chinese authorities have shown no particular desire to assist the surveyors. The valley of the Momei, upon which the true route, proved extremely unhealthy. The contractors are in attempting to open up the trade of Yunnan is natural, but it would be a waste of money and energy to continue a barren and profitless rivalry if Szechuan cannot be economically connected with the sea through Yunnan. That is a matter on which the Indian Government is bound to form a sound opinion as the administration of Indo-China. Perhaps advantage might be taken of the present friendly understanding to send a competent representative of India to the meetings of the Commission at Haiphong?

It is possible that the best and profitable line for the opening up of Szechuan will run along the valley of the Yangtze-kiang, and that another Haiphong route to Bangkok can hope to compete with Shanghai as the natural port of S. W. China. That decision, if it should be arrived at, is one which would interest the Indian Government almost as much as that of Tonquin, and it is to be hoped that our authorities may be placed in free and friendly communication with those at Haiphong. There should be no difficulty in opening up the trade of Yunnan is natural, but it would be a waste of money and energy to continue a barren and profitless rivalry if Szechuan cannot be economically connected with the sea through Yunnan. That is a matter on which the Indian Government is bound to form a sound opinion as the administration of Indo-China. Perhaps advantage might be taken of the present friendly understanding to send a competent representative of India to the meetings of the Commission at Haiphong?

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PRINCESS ENA'S HATS.

FOURTEEN "CONFECTIONS," ALL BRITISH MADE.

The news comes a little late, but we trust our feminine readers will be interested by the following excerpt from the *Times*:—"To Mr. Gaisborough has been given the task of making the hats—14 in number—which are to form part of the dowry of Princess Ena, daughter of the late Emperor of Russia. They were on view yesterday at 25, Abchurch-lane. The Princess has decided that all the materials used in her trousseau shall be of British make, and each article shall be constructed by English workers. Pale pinks and blues are the predominant colours, and with the exception of one or two small hats, suitable for yachting and motoring, the hats are of the large picture type, among the more beautiful, and one which will probably create most interest with the general public, since it is to be worn on the occasion of the Princess's entry into Madrid, is a large lagoon with chiffon crown, and soft lining of russet tulle under the brim, trimmed with soft pale blue ribbons and large malmaison ornaments. Another is a fine blue pallid 'Halle' with grounds of pink. France roses and foliage, and a chert of ribbon under the brim, a large bow of pink moire falls ribbon at the back completes it. With this is to be worn a pink chiffon ruff, the ruchings of which are lined with small shaded button roses. A black mantle, unpolished silk, trimmed with two large black ostrich feathers, and Louis XV. style buckle, is very handsome. Another equally charming is a large Rose du Harz leghorn, with ostrich feathers, which have been dyed to match the shot petunia ribbons which form part of the trimming, and the whole is finished off in front with two big pink roses. A very pretty pale turquoise blue Judo straw is among the daintiest hats, trimmed pale mauve ribbon with shaded hydrangeas of pale tulle; it has a oache pouffe of the same colour. To be worn with there various hats, Mr. Gaisborough has secured several smashes of delicate fabrics and colourings, and also one or two beautiful marabout and ostrich feather bonnets."

DEATH OF A PRUSSIAN PRINCESS

We announced in our London telegram the death of the widowed Princess Frederick Charles of Prussia as having taken place on May 12th. It appears the end came suddenly from heart failure at Friedrichrich in Thuringia. Princess Frederick Charles, who was Princess of Anhalt-Bernburg in 1837, was married in 1854 to Prince Frederick Charles of Prussia, the brilliant soldier who was known as the "Red Prince" in the campaign of 1870-71. Among the children of the marriage was Princess Louise Margaret, married in 1880 to the Duke of Connaught, Prince Frederick Leopold of Prussia, who died in 1887, and Prince Albert of Prussia, who died in 1888. Princess Frederick Charles, who was noted for her beauty and graceful carriage, had lived in comparative retirement since the death of her husband, but was known to the Berliners, who never failed to salute her as she drove through the capital.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00
4 CARTRIDGE (25-15-0d.) \$60.00

LONG, HING & CO.

No. 17, QUEEN'S ROAD.

WE STOCK ONLY

THE ORIGINAL

CANADIAN CLUB WHISKY.

DISTILLED AND BOTTLED

HIRAM WALKER & SONS, LTD.,

WALKERVILLE, ONTARIO, CANADA.

PER CASE, 12 BOTTLES, \$20.00.

SOLE AGENTS

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL,

TELEPHONE No. 135.

THE PANAMA CANAL.

EFFECT ON FAR EASTERN SHIPPING.

In shipping papers there recently appeared an intimation that the Royal Mail Line (West India) had purchased certain Oriental-Pacific steamers. The meaning of this move, a paper at once to insurance and marine firms, has not received quite due notice of attention in other quarters, says a Vancouver journal. Far Eastern people are most concerned in the scheme of which this acquisition forms the initial step. The Panama Canal grows on towards completion.

The enormous expense of the Suez Canal and the opening of this new water way between East and West will revolutionize the sea-borne traffic of the world. For that future, cutting-nay, and in a sense of different directions, making ready to take advantage of the opportunities which the Darien route cannot fail to afford them. The United States look to establish an enormous trade with China and Japan by means of vessels under their own flag, steaming direct by a route which places New York nearer than London to Tokyo. The possibilities of this new route, of which it is expected to have a direct line to co-operative delivery all the Anglo-Far Eastern firms, but hitherto a disposition has been shown to let things take their course for the present, rather than to strike out boldly and secure for the British Empire a predominant share in the traffic and other profits to be created by the route (though competition may reduce the present heavy canal dues), and the off-time delays by "tying up" obstructions, and the like quite apart from other points will give an impetus to any well-arranged scheme for the carrying of goods via Panama, where the charges will be lower and the facilities greater. The objection that trade tends to run in established grooves is only valid against the theory of immediate transfer of commerce to the new waterway. It is not an argument that will be found to hold in the long run against any pecuniary advantage and enhanced business.

The probable adoption of the Darien route raises definite issues for Anglo-Far Eastern firms.

1. British shipping interest in the carrying trade.
2. The new openings for commerce between Central and Northern South America on the one hand, and China and Japan on the other.
3. Land holdings at the West India ports of call as seats of Empire and of income to firms.
4. It is, of course, possible for the chief British shipping lines plying now via Suez to divert some of their vessels to the new route when it opens. Whether German and French lines are to do so, or whether they will be deterred by the fact that the balance of possibility inclines to the affirmative, while of American forwardness to doubt whatever exists. Immediately the canal is finished United States bottoms will be at the service of every native and foreign firm in the Far East—in a first assault on that rich and magnificent trade which the United States has been for more than a century the United States West Indian. While direct business contracts in the form of exchange of goods will be entered into forthwith, the first efforts of America will be directed to the capture of the carrying trade, and towards which victory the initial preparation is well in hand. Via Suez British shipping will always hold its own, but that is small affair if the business follows another route.

With the opening of the Panama Canal and the establishment of direct contact between the Far East and the West Indies and adjacent lands, a new race of customers for China and Japan springs automatically into being. Supply will create demand in the islands. Into whose hands will this new big trade pass? Nations will undoubtedly, and properly, capture part thereof, but the bulk, in China at least, will go to white men. Are the Anglo-Far Eastern firms taking steps to secure that a proportion shall be established and retained in their keeping? Preparations which are to outbid American rivals—to mention no other—must be begun at once, and thoroughly organized. *Japan Chronicle*.

WELL QUIT OF WEIHAWEI.

RELINQUISHMENT "WISE AND EXPEDIENT."

The *Times* of India is not afraid to change its mind. It says: "Great Britain held Weihaiwei from China on a lease 'for so long a period as Port Arthur shall remain in occupation of Russia,' and we may depend upon it that the Russian eagles will never again float upon Golden Hill. Port Arthur will eventually revert to the possession of the Chinese. Japan can leave it to its rightful owners in the calm consciousness that with the command of the sea she could always forestall any Russian attempt to retake the famous fortress. The national honour therefore demands the retrocession of Weihaiwei to the Chinese; do the dictates of policy and expediency tend in the same direction? In the past we have occasionally expounded the argument that the permanent retention of Weihaiwei was desirable; but we are now constrained to admit that, solemn obligations apart, the course which the British Government is reported to have adopted is both wise and expedient. The necessity for maintaining a British naval base in the Yellow Sea no longer exists; for the victory of our ally makes her the unquestioned

OUR PRICES HAVE BEEN REVISED

throughout on basis of prevailing high exchange. We supply only.

PIANOS OF THE HIGHEST CLASS.

of great durability, and are entitled to claim for them greater excellence in every particular than any others offered in the Colony.

WE ARE THE ONLY FIRM

who have had long practical experience in Hongkong as

EXPERTS AND MANUFACTURERS

and our vastly superior knowledge is combined in all Pianos we Manufacture or Import.

The latter are personally selected at the factories, and are thoroughly

PREPARED AND PROTECTED THROUGHOUT

against heat, damp, and vermin.

THE ROBINSON PIANO CO., LD.

BRANCHES FROM PENANG TO PEKING.

Hongkong, 20th May, 1906.

mistress of the China Seas, and the naval

menace of Russia in Far Eastern waters is probably removed for all time. Weihaiwei, in any case, has only been a nominal naval base, because it has never been fortified. Its value has been chiefly as a Sanitarium, and to that extent it will be an appreciable loss, particularly to the China Squadron; but we cannot expect to retain pieces of territory to which we have no longer any rightful claim from considerations of health.
The retrocession of Weihaiwei must in any case make an excellent impression upon the Chinese Government, which is not too frequently accustomed to finding European Powers hunting back territory which they have once occupied. True, Great Britain relinquished the Chusan Archipelago in the middle of last century; and we subsequently gave back the Island of Port Hamilton, over which China then possessed suzerain rights, after having occupied it for some time. But the present case is rather different, because Weihaiwei was occupied with the full sanction, and practically at the invitation, of the Chinese, and it is quite possible that arrangements might even have been made for its permanent retention. But Weihaiwei, fortified or unfortified, would have been under the new conditions a source of weakness rather than strength, and though it now passes into the category of the "lost possession of England," it is probable that we are well quit of it.

UNFORTUNATE STEAMERS.

Steamers engaged in the work of bringing Russian troops home from Vladivostok have been rather unfortunate lately, remarks a Marine Insurance reporter of the *Times*. The latest sufferer is the Russian East Asiatic Company's *Korea*, which has been towed 800 miles to Aden by the Mercantile Steamship Company's *Ness*. The *Korea*, which damaged the shaft of her propeller, is 6,163 tons, built in 1899, and valued at £1,000,000 kroner (£31,000). The British steamer *Katherine*, which was at Novorossiysk, recently brought troops from Vladivostok to the Black Sea, but had left the trade. She is owned by the Park Steamship Company, and is 4,837 tons, built in 1903, and valued at £40,000. Assistance has been sent to her, and a salvage contract made.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 19th at 11.30 a.m.—The barometer is again falling over China, owing to another depression which is probably moving Eastwards to the North of the Yangtze.

The depression which was over W. Japan yesterday has probably reached E. Japan.

Pressure is highest over the S. part of the China Sea.

Moderate to fresh S.W. winds may be expected in the Formosa Channel, and moderate S.W. winds over the N. part of the China Sea.

Forecast—Light to moderate S.W. winds.

SHIPPING.

ARRIVALS.

CHINA, Austrian str., 355, John Damschovich, 19th June—Tues. 5th May, Bombay 20th and Singapore 19th June, General—Sander, Weller & Co.
CITY OF DELHI, British str., 2826, J. R. McGregory, 19th June—London 5th May, General—Nippon Yusen Kaisha
DAPHNE, German str., 1229, E. Schipper, 19th June—Swatow 18th June, Ballast—Hamburg-Amerika
HAINAN, British str., 283, A. J. Robinson, 19th June—Swatow 18th June, General—Douglas Lauder & Co.
HYGON, British str., 423, J. A. Davies, 19th June—Shanghai 16th June, General—Bathfield & Swire
NAMI, Macdonald, Am. str., 302, E. Corral, 19th June—Mauritius 16th June—Bathfield & Swire
PALAWAN, British str., 2368, A. F. Street, 19th June—Shanghai 16th June, General—P. & O. S. N. Co.
SUSAKA, British str., 177, T. A. Mitchell, 19th June—Calcutta via Straits 2nd June, General—Jardine, Matheson & Co.
YEMAMA, British str., 128, F. Mooney, 19th June—Mauritius 16th June, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
June 19th.
Hainan, French str., for Kwangchow
Tilapia, Dutch str., for Batavia
June 19th.
Chishima, British str., for Canton
Haitan, British str., for Coast Ports
KASHING, German str., for Swatow
KASHING, British str., for Amoy
KASHING, British str., for Shanghai
KASHING, German str., for Hongkong
NIPPON MARU, Jap. str., for San Francisco
NIPPON MARU, Jap. str., for Canton
PHOENIX, German str., for Kwangchow
PHOENIX, German str., for Hongkong
SHANGHAI, British str., for Canton
SHANGHAI, British str., for Swatow
SHANGHAI, British str., for Amoy
SHANGHAI, British str., for Shanghai
The British str. *Sailing* reports: Fine clear weather, light N.W. and E. winds.
The British str. *Sailing* reports: Exported and clear weather to 1st N. from thence to port light westerly winds, fine and clear throughout. *Sailing* reports: A fine day from Manila.

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VESSELS IN LOOK.

AT THE HARBOR MASTER'S OFFICE.
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Tilapia, Dutch str., for Batavia
June 19th.
Chishima, British str., for Canton
Haitan, British str., for Coast Ports
KASHING, German str., for Swatow
KASHING, British str., for Amoy
KASHING, British str., for Shanghai
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VESSELS ON THE BERTH.

THE EAST ASIATIC CO. LTD.
COPENHAGEN.

NOTICE.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship.

"NORDKAP."

Captain Brink, will be ready to load for the above places TO-DAY, the 20th inst.

For Freight, apply to

MELCHERS & Co., Agents.

Hongkong, 15th June, 1906. [126]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship.

"CHINA."

Captain A. Levi, will leave for the above places TO-MORROW, the 21st inst., at 5 p.m.

For Freight and Passage, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 15th June, 1906. [13]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS

THE Steamship.

"APPALACHEE."

will be despatched for the above ports TO-MORROW, the 21st inst., at 5 p.m.

For Freight and Passage, apply to

SHEWAN TOMES & CO., Agents.

Hongkong, 19th June, 1906. [1124]

FOR ODESSA (Direct).

THE Steamship.

"HERMANN LERCH."

Captain Ohsling, will be despatched as above on or about 21st inst.

For Freight, apply to

BRADLEY & CO., Agents.

Hongkong, 18th June, 1906. [126]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

"WRAY CASTLE."

will be despatched for the above ports TO-MORROW, the 21st inst., at 5 p.m.

For Freight and Passage, apply to

DODWELL & CO. LD., Agents.

Hongkong, 13th June, 1906. [78]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship.

"GLENESK."

Captain J. Rafferty, will be despatched as above on or about the 10th July.

For Freight and Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1906. [122]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	BENLOMOND	Brit. str.	—	Henderson	GIBB, LIVINGSTON & Co.	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE, &c.	PALAWAN	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	About 20th inst.
LONDON, &c. VIA USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON & ANTWERP	GLENEBK	Brit. str.	1 m.	J. Rafferty	MCGREGOR BROS. & GOW	About 10th July.
LONDON, AMSTERDAM & ANTWERP	AXA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 3rd July.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th July.
LONDON, AMSTERDAM & ANTWERP	PINOSSET	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st July.
MARSEILLES, &c. VIA PORTS OF CALL	OCANIAN	From-str.	—	Couret	MESSEGERIES MARITIMES	On 20th inst., at 1 p.m.
HEFREN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	R. Meyer	MELCHERS & Co.	To-morrow, at 5 p.m.
ODDESSA DIRECT	HEERMANN LERCH	Rus. str.	—	Ohsding	BRADLEY & Co.	About 21st inst.
ODDESSA DIRECT	ARCONIA	Rus. str.	—	Gahn	MELCHERS & Co.	Beginning of July.
ODDESSA DIRECT	ANDALUSIA	Ger. str.	k. w.	Schmidt	HAMBURG-AMERIKA LINE	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	k. w.	Schuelke	HAMBURG-AMERIKA LINE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SCHWARZBURG	Ger. str.	k. w.	Fass	HAMBURG-AMERIKA LINE	On 20th July.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBIA	Ger. str.	k. w.	Luning	HAMBURG-AMERIKA LINE	On 6th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINE	On 20th Aug.
COPENHAGEN & BALTIC PORTS	NORDKAP	Dan. str.	—	—	MELCHERS & Co.	About middle of July.
TRIESTE, &c. VIA SINGAPORE, &c.	NIPTON	Aus. str.	—	Tammewich	SANDER, WIELER & Co.	On 3rd July.
NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG	RHEINANIA	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINE	On 10th July.
GENOA, MARSEILLES & LIVERPOOL	HYBON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
GENOA, MARSEILLES & LIVERPOOL	PATROCLUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th July.
NEW YORK VIA PORTS & SUEZ CANAL	WRAT CASTLE	Brit. str.	—	—	DODWELL & Co. LTO.	About 30th inst.
NEW YORK VIA SUEZ CANAL	INDIANAMHA	Brit. str.	—	Wilkes	JARDINE, MATHESON & Co.	About 30th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ANGLO SAXON	Am. str.	2 m.	—	SHAW, TOMES & Co.	On 10th July.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	To-day.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATREMAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 27th inst.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	OSATA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th July.
PORTLAND (B.C.) & TACOMA TO JAPAN	LYEA	Am. str.	—	G. V. Williams	DODWELL & Co. LTO.	On 3rd July.
PORTLAND (B.C.) & TACOMA VIA SHANGHAI, &c.	NUMANTIA	Ger. str.	—	Feldmann	PORTLAND & ASIATIC S.S. Co.	On 14th July, Daylight.
SAN FRANCISCO VIA PORTS	APPALACHE	Brit. str.	—	—	SHAW, TOMES & Co.	To-morrow, at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	Woltemann	MELCHERS & Co.	On 26th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
AUSTRALIAN PORTS VIA MANILA	AUTRALIAN	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 30th inst., at Noon.
NAGASAKI & VLADIVOSTOCK	DAPHNE	Ger. str.	k. w.	Schipper	HAMBURG-AMERIKA LINE	On 23rd inst., at Noon.
NAGASAKI & VLADIVOSTOCK	DAUPHIN	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 23rd inst.
YOKOHAMA & KOBE	NORDKAP	Dan. str.	—	Brinck	MELCHERS & Co.	Quick despatch.
YOKOHAMA VIA SHANGHAI, MANILA & KOBE	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
YOKOHAMA & KOBE	ALBIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 3rd July.
JAPAN VIA SHANGHAI	TILIAWONG	Dut. str.	—	—	JAYA-CHINA-JAPAN LINE	Quick despatch.
SWHAHWEI, CHEFOO & TIENSIN	KWEICHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 2nd inst.
TIENSIN	CHITSHING	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 25th inst., at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SEYDLITZ	Ger. str.	—	A. Levy	MELCHERS & Co.	To-day.
SHANGHAI, YOKOHAMA & KOBE	CHINA	Aus. str.	—	—	SANDER, WIELER & Co.	To-morrow, p.m.
SHANGHAI	HANGSANG	Brit. str.	—	K. Motohashi	JARDINE, MATHESON & Co.	To-morrow, at 4 p.m.
SHANGHAI	ARABIAN MARU	Brit. str.	—	T. H. Hide, R.N.R.	OSAKA SHOSHEN KAISHA	On 28th inst., a.m.
SHANGHAI	DEYANHA	Brit. str.	—	—	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	LYERMOON	Ger. str.	—	—	SIEMSEN & Co.	On 25th inst.
SHANGHAI	SPEDIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 6th July.
SHANGHAI, YOKOHAMA & KOBE	YOKOHAW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
MANZUO & SHANGHAI	DAIGO MARU	Jap. str.	—	S. Tagami	OSAKA SHOSHEN KAISHA	On 24th inst., at 10 a.m.
TAMSUU VIA SWATOW & AMOY	JOSHIN MARU	Jap. str.	—	Morioka	OSAKA SHOSHEN KAISHA	On 24th inst., at 10 a.m.
TAMSUU VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 27th inst., a.m.
AMOI VIA SWATOW & AMOY	HAIFAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAFFRAIK & Co.	To-day, at 10 a.m.
SWATOW, AMOY & POOCHOW	HAIMUN	Brit. str.	2 h.	A. J. Robson	DOUGLAS LAFFRAIK & Co.	To-morrow, at Noon.
SWATOW	YUNSWAN	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 22nd inst., at 4 p.m.
MANILA	RUBI	Brit. str.	—	R. Almond	SHAW, TOMES & Co.	On 23rd inst., at Noon.
MANILA	TAMING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th inst.
MANILA	ZAFIRO	Brit. str.	—	—	SHAW, TOMES & Co.	On 30th inst., at Noon.
CELEBES & LOLOLO	KAIYONG	Brit. str.	1 m.	R. Rodger	BUTTERFIELD & SWIRE	To-morrow.
SANDAKAN	MAUSANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 25th inst., Daylight.
SINGAPORE, PENANG & CALCUTTA	SURANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 23rd inst., at 3 p.m.

